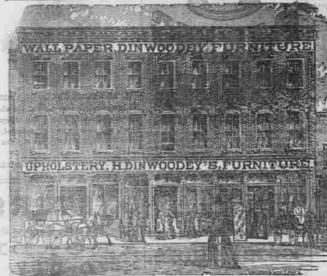


To Introduce our SUNLIGHT OIL we will Sell a Five-Gallon Can for \$2.00 and PRESENT EACH CASH PURCHASER with a NEW BURNER AND CHIMNEY to Fit their Lamp.

Try it once and you will use no other.

F. CULMER



UPHOLSTERED PARLOR GOODS,

Window Cornices, Window Shades, LACE CURTAINS, LAMBREQUINS DRAPERY, TASSELS and LOOPS,

REFRIGERATORS, BABY CARRIAGES, WHOLESALE AND RETAIL.

HENRY DINWOODEY. 1288 to 1244 FIRST SOUTH STREET, SALT LAKE CITY.

Walker Bros.

UNDDIMO DITTITIO PAULTIO.

> NEW STOCK. NEW STYLES. NEW DESIGNS.

We cordially invite our patrons and intending purchasers of Carpets to

MOQUETTE, VELVEF,

BODY AND TAPESTRY BRUSSELS, THREE-PLYS AND INGRAINS,

Also our very beautiful

SOFA AND HEARTH RUGS, OTTOMANS, &c.

Having added hundreds of pieces of the

CHOICEST DESIGNS OF THE SEASON And a Fine Line of Qualities not hitherto kept in this city, we feel sale in saying we can please every taste as to

QUALITY, PATTERN AND PRICE. 16. Our Stock is the Largest West of Chicago, and Prices as Low as the Lowest.

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Clothing Department

Is complete in all Latest Styles.

MEN'S, BOYS' AND CHILDREN'S CLOTHING,

Which is being sold at very close figures.

GENTS' HATS, YOUTHS' HATS, BOYS' HATS,

CHILDREN'S HATS,

All the Newest and Nobblest Styles of the Season,

Just Received, a Carefully Selected Stock of FRENCH AND ENGLISH SUITINGS, Pays 6 per cent. interest on Savings Vestings, Boeskins, Broad Cloths, Tricots, Etc.

And a Nice Variety of TAILORS TRIMMINGS AND CLOAK CLOTHS On approved Securities at

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oll Enchange and Telegraphic Tra fers on points East and West and on the leading cities of Europe.

Sen Torb-Importor's and Trader's Stati Phicago Commercia National Bank. R. Leuis-State Saving's Association. Dunaha-Omeha National Bank. dan Fran-leso—First 824, Gold Bank.

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THE LONDON BANK OF UTAH

(LIMITED.) 26 Austin Friars, London, BALT LAKE CITY, UTAH.

NUMBER OF SHARES SURCEIBED FOR AND ALLOTTED TO DEC. 20, 1878. 3,208, SAY \$248,000.

z New York—Massrs Morton, Bliss & Co I Chicago—The First National Bank Omaha—Omaha National Bank

San Francisco-The Bank of California

ANTHONY GODBE, Salt Lake City, F .b. 18, 1879.

U. S. DEPOSITARY.

DESERET NATIONAL BANK

SALT LAKE CITY.

Pald In Capital, - \$200.000 Surplus, - - - \$65,000

Ww. H. HOOPER, President, H.E. BLOREDGE, Vice Pres. Wm. JENNINGS, FERLAMORE LITTLE, JOHN SHARP, NICHOLAS GROENBROK, L. S. HILLS, Cathier,

Jone Tatlor, B. H. Scherrent, President, Ast. Cashi

ZION'S

SAVINGS BANK TRUST COMPANY,

No. 58 East Temple St. s (A few doors south of the Coop Building.)

MONEY TO LOAN

TELEGRAPHIC

I hight on the Pennsylvania Railroad Namer Twenty-eight atract crossing, was more disastron, than at first reported Nins people were killed outright and eleven more have died since, making in and killed nurselven must have died since, making in and killed nurselven many more are dangerously hurt, whom physicians dery cannot recever. In addition to these there are a large number who are but slightly injured. As stated last night the first section of the Walls accommodation going cast left Union depot at 11.30 p.m., having a large crowd of passengers who had been to the city participating in the cicaing exercises of the expectation, and to witness the democratic demonstration. The bak platform was no crowded that the headlight on the second section following coud not be seen. The first section stopped at the regular station, Twenty-eight street, where they were delayed on secount of another train which was in the next block. The second section following coud not be seen. The second section came along it at good speed, but owing to the crowde on the back platform of the first section, the signal lights were hidden from view, and consequently the engineer of the second section did not see the Comment of the second section and the second section and the second section for see the comment ago.

slock. The second section came along at good speed, but owins to the crowds on the back platform of the first section, the signal lights were bidden from view, and consequently the engineer of the second section did not see the vain abend of him until he was one near sit, that his train could not be checked in time to exceed the could not be checked in time to receive the could not see the vain abend of him until he was one of the collection of these unfortunates the engineer of the southern of the colliding ongine was bursted off by the shock and scalding water and steam poured over the occupants of the care at best on completing the horrible work that had done before. It is impossible to the completing the horrible work that had done before. It is impossible to the completing the horrible work that had done before. It is impossible to the completing the horrible work that had done before. It is impossible to the completing the horrible work that had done before. It is impossible to the completing the horrible work that had done before. It is impossible to the completing the horrible work that had done before. It is impossible to the completing the horrible work that had done before. It is impossible to the completing the horrible work that had done before. It is impossible to the completing the horrible work that had done before. It is impossible to the completing the horrible work that had done before. It is impossible to the completing the horrible work that had done before. It is impossible to the completing the horrible work that had done to the completing the horrible work that had done to the completing the horrible work that had done to the completing the horrible work that had done to the completing the horrible work that had done to the completing the horrible work that had done to the completing the horrible work that had done to the completing the horrible work that had done to the completing the horrible work that had done to the completing the horrible work that had done to the completing the hor

Frank Kingsor, East End; Jeff. P.
Myers, Prewsburg, Hafanqua County,
N. Y.; Frank DeLavain, East End; Jas.
Heigel, Edgowood; H. W. Black, Swissvale, Robert Dickson, Swiss-vale; Robert Dickson, Swi

wood, Miss Mary Dawson, East End, Mrs.
J. P. Bichmond, Edgewood, Miss Rose and Enderson and Edgewood, Miss Rose and Edgewood. Miss Rose are prepared to transact a General Banking Business, for which we have the necessary facilities. We solicit new accounts and business generally.

Exchange Drawn on all the leading cities and towns of the United States and Europe.

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Exchanger Drawn of the States and County of the Condense them until an investigation at the party of the rain as not officials cannot condems them until an investigation at the party of the rain sare officer of the responsibility placed where it belongs brought the party of the responsibility placed where it belongs brought the party of Turnwater, where Passengers state that the figurant, whose is brought the party to Turnwater, where Passengers state that the figurant, where it belongs brought the party to Turnwater, where Passengers state that the figurant, whose is brought the party to Turnwater, where Passengers state that the figurant, whose is brought the party to Turnwater, where Passengers state that the figurant, whose is brought the party to Turnwater, where Passengers state that the figurant, whose is brought the party to Turnwater, where Passengers state that the figurant, whose is brought the party to Turnwater, where Passengers state that the figurant, whose is brought the party to Turnwater, where Passengers state that the figurant, whose is brought the party to Turnwater, where Passengers state that the figurant, whose is brought the party to Turnwater, where Passengers state that the figurant, whose is the same of the passengers and that the figurant, whose is the passengers and that the figurant, whose is the passengers in the passeng experienced men, and officials cannot condemn them until an investigation is had, but the matter will be sifed and the responsibility placed where it belongs Passengers state that the flagman, whose name is Penrod did not go back. He will be examined to-morrow. Orders for the movement of the train are the same as in vogue for thirty years, and officers violated the rules. Public opinion seems to place the responsibility on Fisgman Feurod, of the first section. Mr. Piterira says the loss by the wreck will not be \$1,000; that the run in was no attraordinary accident; that examing seam was the cause of the falality. The run injunight occur spain without the loss of a single life.

Several preminent business men called osee Mears. Fitcairn and Fugh, of the Pennsylvania road, this evening, and stated that they considered that by the gross carelessness of some person or persons murder had been committed, and asked that the investigation be thorough. The officials provided that werything the possibly could would be done to fasten the guilt upon the proper parties. Coroner Hope was also exiled upon and he stated that all those found to be implicated would be placed under arrest.

12 o'clock—Three mote deaths have

strest.

12 o'clock—Three more deaths have logging camp and all points of int followed.

12 o'clock—Three more deaths have followed.

13 o'clock—Three more deaths have followed.

14 o'clock—Three more deaths have followed.

15 o'clock—Three more deaths have followed.

16 o'clock—Three more deaths have followed.

17 o'clock—Three more deaths have followed.

18 o'clock—Three more deaths have followed.

19 o'clock—Three more deaths have followed.

19 o'clock—Three more deaths have followed.

10 o'clock—Three more deaths have followed.

11 o'clock—Three more deaths have followed.

12 o'clock—Three more deaths have followed.

13 o'clock—Three more deaths have followed.

14 o'clock—Three more deaths have followed.

15 o'clock—Three more deaths have followed.

16 o'clock—Three more deaths have followed.

17 o'clock—Three more deaths have followed.

18 o'clock—Three more deaths have followed.

19 o'clock—Three more deaths have followed.

12 o'clock—Three more deaths have just occurred, swelling the list to twenty-four. The names of two arc Rila Hetzel and Charles Black. The other is an unknown man.

Pittaburg, 11.—The official investigation is proceeding, regarding the came of Saturday night's rightful socident. Twenty-leven deaths have how occurred and two more are expected hourly.

Sk Louis, 10.—A west-bound passanger train on the ladiasapolis and Sin Louis Railroad ran through an open with at Nokomis, 11s., eighty-two miles cast of here, at 6 o'clock this morning, and collided with the rear of a freight train on a ride track. Next to the choose, which was demolithed, was an oil car. This bursted and the conteils taking fire, it and the wrecked caboose and entire parasager train, consisting of baggars and express mail car, two coaches and express mail car, two coaches and one sleeper, were entirely consumed. Conductor Browning and the engineer of the passenger train week on the state of the first have concluded the conductor of the passenger train week on the state of the passenger train week of the passenger train, categother the oil car and the state of the passenger train week of the passenger train was a sheet of fame 100 feet long, and colline train care probably \$60,000.

Scound dispatch—The ell car was not burst, but turned upraide down and the categother from the manhold in a stream about a foot in dismeter. This some state of fame 100 feet long, and as a sheet of fame 100 feet long, and as a sheet of fame 100 feet long, and as a sheet of fame 100 feet long, and as a sheet of fame 100 feet long, and as a sheet of fame 100 in a stream and the categother was not out, directing the passenger train, and in a minutes the eleger with the was borned, as a sheet of fame 100 feet long and the categother was not only the passenger train, and in a minutes the eleger but was soon out, directing the condition of the front car and in tam minutes the rain crews. They tried to uncouple the rain crews. They tried to uncouple the rain crews. They tried

York, 11.—An evening train down town on the Second Avanua d Railread, during a for ran into ur of the train ahead and Edward engineer of the rear train, was

ROUTH AMERICA

Republics.

said, express head of the excesses which have he can be urrenced in the south of excesses which have he can be good, aged 20, inhalation, aged 30, inhalation, aged 30, inhalation, aged 50, head cushed; James M. Mehan, ballas Station, aged 60 scalabely will mark the state the lotter ductor, aged 50, head cushed; James M. Mehan, ballas Station, aged 60 scalabely will mark the state of the state of the south of the south

Gas and Steam Fitter,

LAY WATER PIPES On short notice, at

Lowest Possible Prices.

A Large Stock of Pumps, Plumbing code, Iron Pipe, Hose and She-t Less



TAILOR. Four Doors West of White House. ARRIVALS OF FALL AND WINTER COODS.

PRACTICAL

JEWELER AND OPTICIAN, WATCHES, CHAINS, ETC.

D. DUNNE,



UNLIKE PILLS, IS PLEASANT TO TAKE,

TROPIC-PRUIT LAXATIVE is sold by J. E. HETHERINGTON,

NEW YORK OF BAN PRANCISCO. ELECTRIC BELTS. of Assert Lague concerns, especially these who PRE NO is send so-called Electric Balts, etc., on trio

The "Opera,"

The "Cigarette,"

The "Bleycle,"

The "Hammock"

HATS! HATS! HATS For comfort in Tr-weling, Hunting, Driving, Opera, Theatre, Balls, and all Out-door Sports

and Screet west. BY EXPRESS,

FARMERS AND GARDENERS

SEEDS Just Arrived at T.C. Armstroog's Grain and Pead Store

Pembroke& Western Mear Markets

WHITE & SONS,

1937 First South and 63 Second South Sta DAVID JAMES

PLIMBER, TIMBE

WEST TEMPLE STREET

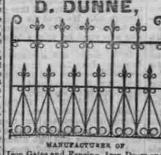


Give Him a Cail.



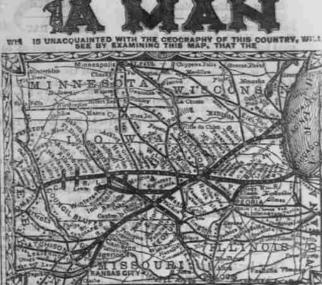
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OPPOSITE JONES' BANK. MAIN STREET SALT LARE CITY.



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SALT LAKE CITY.



新北京

Utah Central Railread

PIONEER LINE OF UTA-

On and after November 4, 1878,

TRAINS LEAVE

ABBIVE AT

Salt Lake

Passing Piaces.

MIXED TRAIN

WILL RUN DAILY,

(Sundays exceptes,)
Leaving Sait Lake City at 5.48 am
arriving in Ogdon at 11.50 a.m.; leaving
Sait Lake at 5.05 p.m., arriving in Ogdon
at 8.30 p.m.; leaving Ogdon at 6.50 a.m.,
arriving in Sait Lake City at 10 a.m.;

arriving in Salt Lake City at 10 a.m.; leaving Ogden at 3.30 p.m., arriving its Salt Lake City at 6.45 p.m. For all information concerning Freight or Passage, apply to JAMES SHAMP, Gen. Frit & Tikk Agentic

EXTENSION.

ON AND AFTER JUNE 28

. 11.25 "

MG3

GCING SCULE.

Nos. 1 and 2 will be run daily. For all information concerning

UTAH & ROBTHERN BAILWAY

On and after October 8, 1880.

Northward Station .

Stations.

TRAINS LEAVE

12.00 " 191 6.2

On and after FRIDAY, OCTOBER 1st, 1880, Until further notice,

THE UTAH WESTERN BAILWAY trains will run daily, (Sundays excepted,) as follows: e Sait Lake City at 1.09 a.m. Beighton at 7.20 " Chambers' at 8.00 4 Garneld Landing at 8.20 "

Lasve the Terminus at 12.10 p.m.

Toosle City at 12.45 at
Haifway House at 115 at
Lahe Point at 1.40 at
Gardial Lanigation
Chambers at 2.10 at
Brighton at 2.50 at
Arrive at Self Lake City 3.10 at

No Freight Received after 4 p.m. W. W. RITER, Manager

Utah Southern Railroad

OF AND APTER

JUNE 15, 1879. COING SOUTH. TRAINS LEAVE & D. S. D.

TRAINS LEAVE
Milford 3.40 a.m.
Black Rock 5.05 22
Neels 6.50 50
Descret 8.20 6.50 Riverside ... Lemmington . ARRIVE AT

SOUNG MORTH. Name of Station. of the son of th panish Fork..... pringville..... ARRIVE AT 9.20 ", 121 6.25 Freight and Passay... spply to

JAMES SHARP,

Gen. Freight and Ticket Agout

JOHN SHARP,

Superintendent.

ARR AT Salt Lake. 6 25 5 20 Nos. 1 and 2 will be run daily. Nos. 8 and 4 will be run daily, Sun days excepted.

For all information concerning Preight or Panage, apply to
JAMES SHARP,
Gan. Freight and Ticket Agent.
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Superintendent.

WANTED LOCAL ACENTS overywhere to sell Tenness of the control of the control over the contr

PASSENGER TABLET, Distance and Fares from Ogde